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23 APR 1968

MEMORANDUM FOR THE RECORD

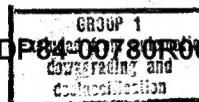
SUBJECT: Visitation to Mr. and Mrs. William H. Metcalf, Jr.,
Regarding Chain Bridge/Route 123 Intersection

STAT 1. By direction of the Deputy Director for Support, I established an appointment by telephone for [] and me to visit Mr. and Mrs. Metcalf at 10 a.m. on Saturday, 20 April 1968, to discuss subject matter. The visitation lasted approximately 90 minutes and included a thorough reconnaissance of both the Metcalf and Booth properties.

2. Mr. Metcalf is approximately 40 years old, a graduate of Yale University, and is a partner in an architectural and engineering firm located in Washington, D. C. His property on Route 123 (4201 Fairfax Road) consists of a total holding of 5.7 acres, and was purchased in two increments. The first increment consisted of approximately 3.0 acres of undeveloped land, purchased in 1959, and is located between the Booth property and that which he now occupies. In 1966 he purchased the second increment of approximately 2.7 acres, on which is located his current residence.

3. After an exchange of usual amenities the proposition which brought forth the visitation was explained to Mr. and Mrs. Metcalf. Mrs. Metcalf immediately responded with vehemence that under no condition whatsoever would she ever agree to the granting of any type of easement which would allow other parties to transit her property. Mr. Metcalf, who strikes me as an individual of considerable intelligence and moderation, then explained in more rational tones his position on the matter. They purchased this property both for reasons of insuring maximum privacy for their own residential setting as well as for the economic potential of the land itself. He then developed the thesis that the granting of an easement would do violence to both investment objectives. With obvious reference to the proposal of the Commonwealth Highway Department to join, at their expense, the two current access roads, i.e., the Trowbridge and Metcalf roads, he pointed out that such a joining would bisect the location he had chosen to build a new family dwelling for himself. With respect to granting an easement on the property grade falling off to Route 123, he pointed out that he proposed to terrace this land and build a second home for speculation and, accordingly, any easement would also prohibit, if not inhibit, the accomplishment of these objectives. While Mr. Metcalf showed great concern over the potential damage

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to his investment in the land, Mrs. Metcalf demonstrated complete objection to the proposal because of the assumed invasion of privacy. She pointed out that even with the current road serving only their property and conspicuously posted "No Trespassing" signs, many unwanted visitors still traveled it. She stated that with the increased number of mail boxes that would have to be located at the intersection of the access road and Route 123, it would appear, more than even at present, as a road that might possibly lead to Potomac Palisades, and on this point she based her vehement objections. As evidence of her utter distain, she mentioned every judicial court she could think of as a point to which she would appeal, plus she would even take advantage of the location of a Civil War trench on this property to arouse public interest that the Government was endeavoring to desecrate national monuments.

4. At this stage of the game, in order to protect both the Director and the Agency against an accusation by Mrs. Metcalf that we would either instigate or support condemnation proceedings to accomplish our proposal, we made it abundantly clear that we were present only to describe a proposal and solicit their reaction. We informed them that neither the Federal Government, the Central Intelligence Agency nor the Commonwealth of Virginia had ever thought of proceeding to condemnation in order to solve the problem we were discussing. Mrs. Metcalf stated she was prepared to believe the truth of our statement, and she was equally prepared to see this matter through.

5. We then asked Mr. Metcalf if we could tour his acreage in order to get a first-hand, personal impression of the problems involved. For some 30 minutes we then surveyed the land and gained an appreciation of the difficulties raised by the Metcalfs. Mr. Metcalf raised the question as to whether it might not be possible to relocate the Trowbridge access road and identified one particular area of the Trowbridge holdings he thought might be considered. It admittedly would be a much more expensive proposition than running the access road on the plateau portion of the property, but at least it is worth exploring. We then asked Mr. Metcalf if he would allow us to bring on the property an engineer from the Commonwealth Highway Department for purposes of investigating any other alternatives. He agreed to our doing this but again stated his objection to granting any easement for transit.

STAT 6. I have asked [] to contact Mr. Brett of the Commonwealth Highway Department in Fairfax and arrange an appointment for both of them to go and again

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review this entire problem. I must state, however, in all fairness, that the possibility of the Metcalfs granting an easement of any type for transiting their property is not to be anticipated.

Signed: John F. Blake

**John F. Blake
Deputy Director of Logistics**

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